Regional Transportation Authority

STRATEGY

UNITY

SUCCESS

2000 Annual Report

RTA

Strategy + Unity = Success

This is the formula that the RTA and the region's transit operators have put into action. We have gone to Springfield and Washington and presented a unified message of the importance of an efficient transit system to the health and economic viability of northeastern Illinois. Together, we secured essential funding under Governor George H. Ryan's Illinois FIRST program and federal funding commitments for five key rail projects. With these successes, the RTA is prepared to further the capital funding needs of the CTA, Metra and Pace.

The benefits of Illinois FIRST are beginning to flow through the RTA system.

$260 million of Illinois FIRST bonds were issued in 2000.

Transit ridership continues to rise.

RTA is prepared to further the capital funding needs of the CTA, Metra and Pace.

RTA

CTA

METRA

PACE

This has been the story of your public transit system in 2000. The RTA, the CTA, Metra and Pace have worked together on more levels than ever before to improve transit service. The past few years have been good for transit in northeastern Illinois. Ridership continues to grow and our infrastructure continues to improve as funds from Illinois FIRST and the federal government's Transportation Equity Act for the 21st Century (TEA-21) are put to work. The infusion of capital funding from state and federal sources is putting new buses on the streets and allowing Metra to replace much of its aging fleet with new rail cars.

The financial industry recognizes our commitment to financial stability. Our bond ratings are the highest of any transit system in the nation. Our ability to operate within budget constraints while managing an ambitious capital program continues to be tested and continues to be successful.

This success isn't a happy accident. Planning and coordination have been key. The RTA continues to work with the CTA, Metra and Pace to explore new service opportunities and better utilize our current resources. Together, we are also exploring new technologies such as signal prioritization and active transit station signs that will help transit provide more efficient and reliable service and help our riders make informed decisions to meet their mobility needs.

We will continue work with our Service Boards to monitor operating costs and capital programming so that the RTA system will remain financially stable and able to adapt to market forces.

Strategy + Unity = Success. This annual report documents how this formula has been put to work in 2000 for the benefit of the RTA system and its riders. We are planning for today and tomorrow. The strategies we have developed will bring our transit services into a state of good repair and will allow us to go forward and chart the future of the RTA system so that it remains an essential component of our region's transportation network.

Respectfully,

Thomas J. McCracken, Jr.

Chairman

RENEWAL

PROGRESS

CTA

REBUILDING THE SYSTEM

In 2000, the CTA planned and implemented numerous service and infrastructure improvements. The CTA's commitment to improvement paid dividends as trains and buses continued to attract more riders and plans to rebuild two elevated rapid transit lines moved forward.

To meet the needs of its expanding market, the CTA improved services across the system. The Brown Line now serves the Loop on weekends and holidays. Hours were also expanded at 14 "L" stations to meet increased demands for off-peak service. Service hours were extended on nine bus routes improving weekday, weekend and evening connections for riders throughout the city. To further supplement service on high-volume routes, the CTA purchased 100 articulated buses from Seattle King County Metro. The CTA also expanded its weekend Bike & Ride Program to a year-round format.

The CTA's plans to rebuild the Douglas Branch of the Blue Line and expand capacity on the Brown Line continued to gather momentum in 2000. The CTA selected a private engineering firm to manage its five-year capital construction program and continued drafting plans and specifications for these projects. The CTA's goal is to move forward with these projects efficiently and expeditiously so that the benefits of the funding provided by Illinois FIRST and the federal TEA-21 legislation are realized as quickly as possible. In addition to these major construction projects, the CTA's capital program calls for the expenditure of $800 million over the next five years to bring rail and bus fleets into a state of good repair.

CTA achievements in 2000

- Ridership grew for the third straight year with 450.5 million rides provided in 2000.
- Received the first of 469 new low-floor buses partially funded by Illinois FIRST bonds.
- Expanded hours for bus and rail service across the region to meet customer demand.
- Completed mid-life rehabilitation of 162 of the 2600-series rail cars.
- Systemwide installation of an automated train announcement system.

AMBITION

+

VISION

=

GROWTH

Metra

300 NEW RAIL CARS ORDERED

Growth defined Metra in 2000. The commuter rail agency set a 20-year record for ridership in 2000 providing 78.7 million passenger trips. Its ambitious expansion program also moved forward as work continued to implement extensions and improvements on three routes.

In December 2000, Metra announced a contract to purchase 300 new rail cars. Funding for this project was the direct result of the Illinois FIRST bond program. The contract was the culmination of months of work by Metra to develop detailed specifications and secure the lowest price. The purchase, made in part with Illinois FIRST bond proceeds, will replace nearly half of Metra's aging fleet and be used for expanded services on Metra's North Central Service, SouthWest Service and the Union Pacific West Line. Federal funding was also secured for these three projects. Delivery of the first of these new cars is expected in 2003.

Metra's vision in 2000 extended beyond service expansion. Improvements were made systemwide as plans were implemented to replace switching and signal equipment and to reconstruct aging bridges and stations. Metra also continued to expand parking at stations across the region. Signal upgrades on the SouthWest Service and the Heritage Corridor will enable Metra to improve the reliability and on-time performance of these lines that serve rapidly growing communities.

Metra achievements in 2000

- $398.6 million contract to purchase 300 bi-level rail cars. The purchase represents the biggest addition to the commuter rail fleet in Illinois history.
- Metra completes $20 million in station improvements, including the construction of the Oak Park intermodal station and the new North Glenview station. In all, Metra completed the rehabilitation of 11 stations, replaced five stations and built one new station in 2000.
- Added 2,600 new parking spaces systemwide.

INNOVATION

SERVICE

Pace

TARGETING NEW MARKETS

Analyzing the suburban market and responding with innovative services was a hallmark of Pace's approach in 2000. Although higher operating expenses forced Pace to increase fares in 2000, the agency continued to look both inward and outward to evaluate service delivery and increase suburban mobility.

To respond to commuter needs, Pace launched new routes in 2000 designed to serve specific work sites and industrial corridors such as the UPS facility in southwest suburban Hodgkins. In addition, Pace explored the applicability of Bus Rapid Transit (BRT) in several suburban corridors. BRT, which uses separated rights-of-way and operates in a similar fashion to rail rapid transit, would enhance Pace's ability to compete with the automobile. Pace's study will develop a preliminary plan for BRT in a particular corridor with cost estimates and benefit analysis.

Pace's van pool program is yet another tool the agency uses to target the work-trip market. Van pools allow five to 15 people to join together for their commute, thereby reducing riders' expenses and mitigating congestion. More than 300 vans are currently in use, making it the second-largest service of its kind in the nation.

Although the majority of Pace's market is the work commute, the agency has developed relationships with a number of communities to service the region's major activity centers. One example, launched in 2000, is Pace's partnership with the Village of Schaumburg to provide trolley service linking nearby retail centers with the Woodfield Mall. Pace further targeted this market in 2000 by adding bicycle racks to buses on two routes serving Geneva, Elgin and Aurora.

Pace achievements in 2000

- Purchased 143 new low-floor buses and took delivery of 108 new paratransit vehicles and 156 vans.
- Added two routes to its successful Shuttle Bug program serving the Lake-Cook Corridor. Shuttle Bug is an innovative partnership with the TMA of Lake Cook, providing employer-subsidized links between Metra stations and specific employment centers.
- Developed new routes to link Chicago neighborhoods with the UPS facility in Hodgkins.
- Launched new routes to serve industrial corridors in Itasca and Bensenville.
- Won a National Safety Award from the American Public Transit Association for reducing the number of vehicle accidents and passenger injuries.

OPPORTUNITY

ACTION

RESULTS

RTA

IMPROVING CONNECTIVITY

Coordination with our region's transit operators and communities across the region to increase funding and improve service represents the core of the RTA's work in 2000.

Working with the CTA, Metra and Pace, the RTA issued the first $260 million of Illinois FIRST program bonds. These funds were immediately put into action to purchase vehicles that will provide the region's transit riders with more comfortable and reliable service. The RTA and the region's transit operators also joined forces to secure federal funding for five key rail expansions.

Developing ways for transit in northeastern Illinois to provide better connections and serve new and existing markets was central to the RTA's FY 2000 planning efforts. The RTA's Regional Transit Coordination Plan began several studies to improve coordination in four key areas: physical, service, fares and information. The RTA's goal is to develop cost and benefit estimates for various combinations of coordination alternatives. The Regional Technical Assistance Program (RTAP) selected 14 projects in 2000 to help communities and transit operators create plans for transit-oriented developments (TOD) and demonstrate new technologies and examine potential service opportunities.

The Intelligent Transportation Systems Project is another avenue the RTA, CTA, Metra and Pace pursued in 2000 to evaluate and demonstrate new technologies to improve the connectivity of the entire RTA system. Signal prioritization, parking management systems and active transit station signs were studied with the goal of deploying demonstration projects at key sites across the region.

RTA achievements in 2000

- Issued the first $260 million of the $1.3 billion Illinois FIRST bond program.
- Completed Phase I of the Northwest Corridor Transit Feasibility Study, which examined solutions to relieve congestion in Chicago's northwest suburbs.
- Completed TOD projects in Olympia Fields and Westmont.
- Developed an Internet-based travel-planning program.
- Recognized for excellence in financial reporting and budget presentation by the Government Finance Officers Association.
- Completed Phase I of large-format system map placement at downtown Metra stations.

The RTA staff stands on the Metra platform at the recently renovated Oak Park Intermodal Facility. The railroad has been a key part of this community's development since the first trains began serving this area more than 150 years ago. Today, the Oak Park station is a prime example of the coordination improvements that will be an integral part of our region's transit service in this new century. The CTA and Metra stations have undergone extensive renovation, completed in 2000, to improve commuter access and incorporate architectural enhancements that reflect the Prairie style designs found throughout Oak Park. The new intermodal facility allows passengers to move easily between the CTA (Green Line) and Metra (UP-West Line) train platforms as well as adjacent CTA and Pace bus services. Electronic signs, like the one shown in this photo, will eventually be used to provide real-time schedule information for all connecting services so that commuters can make informed travel choices.

Produced by the Communications and Finance departments of the Regional Transportation Authority, 181 West Madison St., Ste. 1900, Chicago, IL 60602.
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The RTA gratefully acknowledges the cooperation of the CTA, Metra and Pace in the assembly of this report.
Concept and design Birkdesign Inc., Chicago
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Pro Forma Combining Financial Report

Year Ended December 31, 2000

RTA

And Service Boards

May 1, 2001
Mr. Thomas J. McCracken, Jr., Chairman
Regional Transportation Authority
181 West Madison Street, Suite 1900
Chicago, Illinois 60602

I have the pleasure to submit to you the Pro Forma Combining Annual Financial Report for the Regional Transportation Authority, the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division for the year ending December 31, 2000. This Report fulfills the requirement of section 4.05 of the RTA Act.

This Report represents the operations of our transit system in the aggregate and not as individual components. It shows the magnitude of the resources on hand and in use for public transportation in the northeast Illinois region.

The RTA independent auditors have reviewed the compilation of financial statements in the Pro Forma Combining Financial Report. They have not subjected these statements to audit. The financial report of each individual organization is available upon request.

As always, the RTA staff acknowledges the commitment by the RTA Board to fiscal responsibility, to ensure financially sound public transportation in northeastern Illinois.

J G Costello

Joseph G. Costello
Chief Financial Officer

To the Board of Directors
Regional Transportation Authority
Chicago, Illinois

We have compiled the accompanying pro forma combining balance sheet of the Regional Transportation Authority and Service Boards as of December 31, 2000, and the pro forma combining statement of revenues and expenditures, the pro forma combining statement of changes in public investment and fund balance and the pro forma combining statement of cash flows for the year then ended, in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants.

A compilation is limited to presenting in the form of financial statements information that is the representation of management. We have not audited or reviewed the accompanying pro forma financial statements and, accordingly, do not express an opinion or any other form of assurance on them.

We have audited the general purpose financial statements of the Regional Transportation Authority, the planning, funding and oversight agency for regional transit operations, as of December 31, 2000, and have issued our report thereon dated April 30, 2001. Those financial statements are the responsibility of the management of the Regional Transportation Authority. Our responsibility is to express an opinion on those financial statements based on our audit. We did not audit the financial statements of the Regional Transportation Authority Pension Plan, which represent 28% and 100%, respectively, of the assets and revenues of the RTA's Fiduciary Fund Type. Those financial statements were audited by other auditors whose report has been furnished to us, and our opinion, insofar as it relates to the amounts included for the Regional Transportation Authority Pension Plan, is based on the report of the other auditors.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the general purpose financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the general purpose financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, based on our audit and the report of other auditors, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of the Regional Transportation Authority as of December 31, 2000, and the results of its operations and the cash flows of its proprietary fund type for the year then ended, in conformity with generally accepted accounting principles.

In accordance with Government Auditing Standards, we have also issued our report dated April 30, 2001 on our consideration of the Regional Transportation Authority internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grants. That report is an integral part of an audit performed in accordance with Government Auditing Standards and should be read in conjunction with this report in considering the results of our audit.

As to the financial statements of the Service Boards, which include the Chicago Transit Authority (CTA), the Northeast Illinois Railroad Corporation (Metra) and the Suburban Bus Division (Pace), we were furnished with the reports of other auditors with respect to their audits for 2000. The auditors' reports on the Service Boards were unqualified.

Our audit of the Regional Transportation Authority was made for the purpose of forming an opinion on the general purpose financial statements of the Regional Transportation Authority taken as a whole. The accompanying pro forma combining region-wide statement of revenues and expenditures and pro forma combining region-wide statement of revenues and expenditures–budget and actual are presented for purposes of additional analysis and are not a required part of the general purpose financial statements of the Regional Transportation Authority and, accordingly, we express no opinion on such region-wide financial information.

The accompanying statistical data are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements of the Regional Transportation Authority and, accordingly, we express no opinion on such statistical data.

McGladrey & Pullen, LLP

Chicago, Illinois
April 30, 2001

Pro Forma Combining Balance Sheet

December 31, 2000 In thousands	RTA Combined Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments Debit	Combining Adjustments Credit	Pro Forma Combined Balance
Assets							
Current Assets							
Cash and Investments							
Restricted – cash and cash equivalents	$ 27,278	31,080	-	5,901	-	-	64,259
Unrestricted – cash and cash equivalents	-	171,919	28,919	5,756	-	-	206,594
Restricted – investments	399,411	10,520	4,324	-	-	-	414,255
Unrestricted – investments	137,439	-	121,116	-	-	-	258,555
Receivables							
Due from other funds	21,582	-	-	-	-	-	21,582
Intergovernmental receivables							
Federal operating assistance	-	-	-	-	-	-	-
Sales tax	174,856	-	-	-	-	-	174,856
Interest on sales tax	218	-	-	-	-	-	218
Reduced fare reimbursement	18,917	-	-	-	-	-	18,917
State assistance (ASA/AFA)	679	-	-	-	-	-	679
IDOT and other grants	967	-	-	-	-	-	967
Due from Service Boards	1,480	-	-	-	-	1,480	-
JSIF claims and other advances	1,882	-	-	-	-	1,882	-
Advances to Service Boards	44,129	-	-	-	-	44,129	-
Grant projects	-	26,417	29,334	4,255	-	27,158	32,848
Financial assistance – RTA	-	83,060	42,207	20,460	-	145,727	-
Other carriers	-	-	527	25	-	-	552
Other receivables	8	9,980	11,787	4,999	-	2,555	24,219
Interest on investments	2,413	-	-	-	-	-	2,413
Materials and supplies	-	63,461	9,986	3,580	-	-	77,027
Prepaid items	7,386	5,084	1,692	732	-	-	14,894
Total Current Assets	$ 838,645	401,521	249,892	45,708	-	222,931	1,312,835
Fixed Assets							
Plant, property and equipment	6,394	4,492,376	2,835,075	352,863	-	-	7,686,708
Capital projects in progress	-	-	6,173	9,494	-	-	15,667
Less: Accumulated depreciation	-	(2,085,884)	(1,292,085)	(225,474)	-	-	(3,603,443)
Total Fixed Assets	$ 6,394	2,406,492	1,549,163	136,883	-	-	4,098,932
Other Assets							
Investment relating to employee benefit plan	81,967	-	-	-	-	-	81,967
Amount due under sale/leaseback	-	1,387,973	264,631	-	-	-	1,652,604
Other	-	28,428	-	-	-	-	28,428
Amount available in debt service fund	39,109	-	-	-	-	-	39,109
Amount to be provided for retirement of general long-term debt	1,156,671	-	-	-	-	-	1,156,671
Total Other Assets	1,277,747	1,416,401	264,631	-	-	-	2,958,779
Total Assets	$ 2,122,786	4,224,414	2,063,686	182,591	-	222,931	8,370,546

See accompanying notes to pro forma combining financial statements.
See accompanying compilation report of McGladrey & Pullen, LLP.

December 31, 2000 In thousands	RTA Combined Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments Debit	Combining Adjustments Credit	Pro Forma Combined Balance
Liabilities, Public Investment and Fund Equity							
Current Liabilities							
Vouchers payable	$ 246	67,695	52,518	8,419	-	-	128,878
Due to other funds	21,582	-	-	-	-	-	21,582
Intergovernmental payables							
Operating assistance	2,107	-	-	-	2,107	-	-
Reduced fare reimbursement	18,917	-	-	-	18,917	-	-
Capital assistance	4,528	-	-	-	4,528	-	-
Sales tax	148,628	-	-	-	148,628	-	-
Interest on sales tax	186	-	-	-	186	-	-
Advances from State	51,916	-	-	-	44,129	-	7,787
Other current liabilities							
Accrued other expenses	5,394	111,854	27,974	4,500	2,671	-	147,051
Deferred operating assistance	-	23,102	-	-	-	-	23,102
Deferred revenue	-	20,602	6,040	-	-	-	26,642
Advances, deposits and other	-	5,344	-	-	-	-	5,344
Financial assistance to other carriers	-	-	1,942	39	-	-	1,981
Supplemental retirement plan	-	1,800	-	-	-	-	1,800
Capital lease obligation	-	112,184	-	-	-	-	112,184
Claims liability	-	89,154	-	5,636	-	-	94,790
Current obligation to RTA	-	-	-	1,765	1,765	-	-
Total Current Liabilities	$ 253,504	431,735	88,474	20,359	222,931	-	571,141
Long-Term Liabilities							
General obligation bonds payable	$ 1,195,780	-	-	-	-	-	1,195,780
4 Claims liability	1,000	76,498	51,192	1,917	-	-	130,607
Supplemental retirement plan	-	36,140	-	-	-	-	36,140
Amounts payable under leasing transactions	-	1,263,997	264,631	-	-	-	1,528,628
Deferred revenue – leasing transactions	-	67,071	-	-	-	-	67,071
Accrued pension cost	-	353,742	-	-	-	-	353,742
Other long-term liabilities	-	3,110	-	5,692	-	-	8,802
Total Long-Term Liabilities	$ 1,196,780	1,800,558	315,823	7,609	-	-	3,320,770
Total Liabilities	$ 1,450,284	2,232,293	404,297	27,968	222,931	-	3,891,911
Public Investment and Fund Equity							
Contributed capital	$ 71,500	2,419,490	1,544,577	141,020	801,433	801,433	4,176,587
Investment in general fixed assets	6,394	-	-	-	-	-	6,394
Retained earnings (deficit)	(20,796)	(427,369)	114,812	13,603	-	-	(319,750)
Fund balance							
Reserved for 1987 and prior capital	23	-	-	-	-	-	23
Reserved for 1988 thru 2000 capital	46,870	-	-	-	-	-	46,870
Reserved for employee retirement	81,901	-	-	-	-	-	81,901
Reserved for debt service	39,109	-	-	-	-	-	39,109
Reserved for capital projects	24,154	-	-	-	-	-	24,154
Reserved for bond capital projects	348,724	-	-	-	-	-	348,724
Prepaid items	979	-	-	-	-	-	979
Unreserved, designated for							
Service Boards capital	15,318	-	-	-	-	-	15,318
RTA Capital Projects	6,248	-	-	-	-	-	6,248
JSIF contribution	3,000	-	-	-	-	-	3,000
Unreserved, undesignated	49,078	-	-	-	-	-	49,078
Total Public Investment and Fund Equity	$ 672,502	1,992,121	1,659,389	154,623	801,433	801,433	4,478,635
Total Liabilities, Public Investment and Fund Equity	$ 2,122,786	4,224,414	2,063,686	182,591	1,024,364	801,433	8,370,546

Pro Forma Combining Statement of Revenues and Expenditures

Year Ended December 31, 2000 In thousands	RTA Combined Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments Debit	Combining Adjustments Credit	Pro Forma Combined Balance
Revenues							
Service Boards revenues	$ -	453,487	138,012	48,163	38,759	-	600,903
RTA financial assistance	-	397,860	222,894	71,772	692,526	-	-
Other public funding	-	-	-	698	-	-	698
Sales tax	650,284	-	-	-	-	-	650,284
Interest on sales tax	1,526	-	-	-	1,297	-	229
Public Transportation Fund (PTF)	162,247	-	-	-	-	-	162,247
State assistance (ASA/AFA)	41,839	-	-	-	-	-	41,839
State reduced fare reimbursement	38,759	-	-	-	-	-	38,759
Investment income	26,353	-	-	-	114	-	26,239
Other grants and reimbursements	2,229	-	-	-	-	-	2,229
Leasehold revenue	-	4,262	-	-	-	-	4,262
Interest revenue from leasing transactions	-	104,948	16,279	-	-	-	121,227
Total Revenues	$ 923,237	960,557	377,185	120,633	732,696	-	1,648,916
Expenditures							
Operating expenses	$ -	844,614	317,331	121,156	-	114	1,282,987
Depreciation	-	260,641	124,418	27,556	-	-	412,615
Operating grants to Service Boards	658,457	-	-	-	-	658,457	-
Capital grants to Service Boards	102,806	-	-	-	-	102,806	-
State reduced fare reimbursement to Service Boards	38,759	-	-	-	-	38,759	-
Interest on sales tax to Service Boards	1,297	-	-	-	-	1,297	-
Administration	4,933	-	-	-	-	-	4,933
Regional expenses	19,312	-	-	-	-	-	19,312
Debt service	82,337	-	-	-	-	-	82,337
Capital outlay	667	-	-	-	-	-	667
Interest expense from leasing transactions	-	101,651	16,279	-	-	-	117,930
Total Expenditures	$ 908,568	1,206,906	458,028	148,712	-	801,433	1,920,781
Net revenues (expenditures) before depreciation exclusion, retirement of debt and capital farebox financing	$ 14,669	(246,349)	(80,843)	(28,079)	732,696	801,433	(271,865)
Bond proceeds (gross)	276,347	-	-	-	-	-	276,347
Operating transfers out	(113,183)	-	-	-	-	-	(113,183)
Operating transfers in – Debt Service Fund	87,632	-	-	-	-	-	87,632
Operating transfers in – Capital Projects Fund	2,551						2,551
JSIF contribution	23,000	-	-	-	-	-	23,000
Capital farebox financing	-	-	9,099	-	-	-	9,099
Net Revenues (Expenditures)	$ 291,016	(246,349)	(71,744)	(28,079)	732,696	801,433	13,581

See accompanying notes to pro forma combining financial statements.
See accompanying compilation report of McGladrey & Pullen, LLP.

Pro Forma Combining Statement of Changes in Public Investment and Fund Balance

Year Ended December 31, 2000 In thousands		RTA Combined Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments Debit	Combining Adjustments Credit	Pro Forma Combined Balance
Balance at December 31, 1999	$	380,778	1,967,978	1,604,935	152,248	-	-	4,105,939
Net revenues (expenditures)		291,016	(246,349)	(71,744)	(28,079)	732,696	801,433	13,581
Adjustment to fund balance		-	(2,799)	-	-	68,737	-	(71,536)
Net additions of general fixed assets		708	-	-	-	-	-	708
Contributed capital assets								
Federal Transit Administration		-	176,514	90,344	22,736	-	-	289,594
Illinois Department of Transportation		-	36,312	31,306	2,639	-	-	70,257
Regional Transportation Authority		-	60,465	4,488	5,079	-	-	70,032
Service Boards		-	-	60	-	-	-	60
Balance at December 31, 2000	$	672,502	1,992,121	1,659,389	154,623	801,433	801,433	4,478,635

See accompanying notes to pro forma combining financial statements.
See accompanying compilation report of McGladrey & Pullen, LLP.

Pro Forma Combining Statement of Cash Flows

Year Ended December 31, 2000 In thousands		RTA Joint Self-Insurance Fund	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Pro Forma Combined Balance
Cash Flows From Operating Activities						
Operating loss	$	(4,298)	(651,769)	(303,737)	(102,488)	(1,062,292)
Reconciling adjustments						
Depreciation		-	260,641	124,418	27,556	412,615
Provision for claims		-	(26,875)	(2,305)	(5,581)	(34,761)
Investment income		-	(18,870)	-	-	(18,870)
Gain on loss portfolio transfer		-	-	-	1,939	1,939
Loss on sale of property and equipment		-	417	-	-	417
Decrease (increase) in assets						
Receivables		915	(1,539)	665	(844)	(803)
Materials and supplies		-	3,660	1,255	18	4,933
Prepaid items and other assets		(3,751)	(23,506)	4,196	132	(22,929)
Increase (decrease) in liabilities						
Vouchers payable		-	11,829	3,911	142	15,882
Other liabilities		-	1,110	(616)	(237)	257
Other accrued expenses		-	61,316	3,879	66	65,261
Deferred revenues		-	4,699	1,112	-	5,811
Net Cash Used in Operating Activities	$	(7,134)	(378,887)	(167,222)	(79,297)	(632,540)
Cash Flows From Noncapital Financing Activities						
Financial assistance – operating		-	402,860	222,894	72,495	698,249
Increase in accounts receivable financial assistance – RTA		-	-	(2,536)	-	(2,536)
Decrease in obligation to RTA		-	-	-	(886)	(886)
Sales tax advance		-	-	-	314	314
Net Cash Provided by Noncapital Financing Activities	$	-	402,860	220,358	71,923	695,141
Cash Flows From Capital and Related Financing Activities						
Capital contribution from General Fund		23,000	-	-	-	23,000
Financial assistance – grant projects		-	258,790	126,138	28,909	413,837
Capital farebox financing		-	-	9,099	-	9,099
Decrease in receivable – grant projects		-	-	(8,465)	-	(8,465)
Proceeds from the sale of property and equipment		-	25	-	-	25
Payment for capital acquisition		-	(262,039)	(181,318)	(29,680)	(473,037)
Net Cash Provided by (Used in) Capital and Related Financing Activities	$	23,000	(3,224)	(54,546)	(771)	(35,541)
Cash Flows from Investing Activities						
Investment income		2,500	18,870	-	-	21,370
Purchase of long-term marketable securities		(5,887)	(10,520)	-	-	(16,407)
Sales of long-term marketable securities		6,496	7,720	(56,460)	-	(42,244)
Net Cash Provided by (Used in) Investing Activities		3,109	16,070	(56,460)	-	(37,281)
Net increase (decrease) in cash and temporary investments		18,975	36,819	(57,870)	(8,145)	(10,221)
Cash and cash equivalents at beginning of year		8,303	166,180	86,789	19,802	281,074
Cash and Cash Equivalents at End of Year	$	27,278	202,999	28,919	11,657	270,853

See accompanying notes to pro forma combining financial statements.
See accompanying compilation report of McGladrey & Pullen, LLP.

Note 1. Organizational Structure

RTA

The Regional Transportation Authority (RTA) was established in 1974 upon the approval of a referendum in its six-county Northeastern Illinois Region (Region). The operating responsibilities of the RTA are set forth in the RTA Act (Act). The RTA is a unit of local government, body politic, political subdivision and municipal corporation of the State of Illinois. As initially established, the RTA was an operating entity responsible for providing day-to-day bus and rail transportation services. At that time, the RTA made grants to the Chicago Transit Authority (CTA), which provided the bus and rapid transit service in Chicago and some adjacent Cook County suburbs. However, in 1983, the Illinois General Assembly reorganized the structure and funding of the RTA from an operating entity to a planning, funding and oversight entity. The reorganization placed all operating responsibilities in the CTA and two operating divisions of the RTA: the Commuter Rail Division (Metra) and the Suburban Bus Division (Pace), each having its own independent board. These divisions conduct operations and deal with subsidized carriers. These three entities are defined in the Act as the "Service Boards."

The Act sets forth detailed provisions for the allocation of receipts by the RTA to the various Service Boards, and imposes a requirement that the RTA system as a whole achieves annually a "system-generated revenue recovery ratio" (i.e., aggregate income for transportation services provided) of at least 50% of the cost of transportation services. The Service Boards achieve their required recovery ratio by establishing fares and related revenue to cover the required proportion of their proposed expenses. The RTA has the responsibility to supervise the budgets and financial performance of the CTA, Metra and Pace.

CTA

The CTA was formed in 1945 pursuant to the Metropolitan Transportation Authority Act passed by the Illinois legislature. The CTA was established as an independent governmental agency (an Illinois municipal corporation) "separate and apart from all other government agencies" to consolidate Chicago's public and private mass transit carriers. The City Council of the City of Chicago has granted the CTA the exclusive right to operate a passenger transportation system within the City of Chicago.

Metra

The Northeast Illinois Regional Commuter Railroad Corporation, a public corporation acting under the service name of Metra, was established in 1980 to serve as the RTA's commuter rail division. Metra has the responsibility for policy making with respect to actual day-to-day operations, capital investments, fare levels and service and facilities planning for its operations. Metra is directly responsible for the operation and management of the commuter services formerly provided by Rock Island, Milwaukee Road, Metra Electric, Heritage Corridor, North Central Service and Metra South West Service commuter rail lines. Metra also has responsibility for the administration of all commuter rail activities in the metropolitan Chicago area, including deficit funding, capital grant application and administration activities.

Deficit funding operations arise from purchase of service agreements with the participating Chicago commuter rail carriers including: Union Pacific Railroad, Burlington Northern, Santa Fe Railway Company and Northern Indiana Commuter Transportation District. Under these agreements, Metra funds the commuter-related operating deficits (as defined), or is entitled to receive the commuter-related operating surpluses (as defined) of these carriers. In addition, Metra provides certain direct expenses such as fuel and insurance coverage considered to be "in-kind assistance." The title to the roadway and structure assets of these carriers, other than capital improvements funded by Federal, State and local grants and by Metra-generated funds, is vested with the carriers and, accordingly, such assets are not reflected in these financial statements.

Pace

Independent operations of Pace commenced July 1, 1984. The Pace Board of Directors is empowered to operate suburban bus service within suburban Cook County and the five collar counties of DuPage, Kane, Lake, McHenry and Will.

Pace determines the level, nature and kind of public transportation services that should be provided in the suburban region.

Reporting Periods

The RTA, CTA, Metra and Pace all report on a calendar-year basis. All statements enclosed herewith are based on each entity's December 31, 2000 year-end.

Note 2. Reporting Entity

The RTA and each of the Service Boards have adopted the provisions of the Governmental Accounting Standards Board's Statement No. 14 (Statement No. 14), "The Financial Reporting Entity."

In the judgment of the management of each of the entities and with the concurrence of their auditors, analysis and application of Statement No. 14 criteria indicate that, while the RTA does exercise some fiscal oversight, the CTA, Metra and Pace are not part of the RTA reporting entity for the purpose of preparing a comprehensive annual financial report in accordance with governmental accounting and financial reporting standards.

In arriving at this conclusion, the following factors were considered:

- The CTA, Metra and Pace maintain separate management, exercise control over all operations (including the passenger fare structure) and are accountable for fiscal matters including: ownership of assets, relations with Federal and State transportation funding agencies that provide financial assistance in the acquisition of these assets and the preparation of operating budgets. The CTA, Metra and Pace are also responsible for the purchase of services and approval of contracts relating to their operations.

• The RTA Board has control neither in the selection nor the appointment of any Service Board Director nor of any of its management. Further, directors of the CTA, Metra and Pace are excluded, except for the Chairman of the CTA Board of Directors who is also an RTA Board member, from serving on more than one entity's board of directors, including that of the RTA.
• The RTA Board is required by Illinois statutes to approve the budgets of the Service Boards if such budgets meet specified system-generated revenues recovery ratios.

Accordingly, financial statements for the CTA, Metra and Pace are not included or combined with the RTA's financial statements. They are combined, however, in this Pro Forma Combining Annual Financial Report. The Pro Forma Combining Annual Financial Report is a statutorily required report and is not presented in accordance with governmental accounting and financial reporting standards.

Note 3. Summary of Significant Accounting Policies

The accounting policies of the RTA, CTA, Metra and Pace conform to generally accepted accounting principles as applicable to governments. The following is a summary of the significant policies:

Fund Accounting

The RTA maintains its records using a governmental fund accounting model consisting of a General Fund, Debt Service Funds, Capital Projects Funds, a Proprietary Fund (Enterprise), an Agency Fund and a Pension Trust Fund. All Governmental Funds and the Pension Trust and the Agency Fund are accounted for using the modified accrual method of accounting (i.e., revenues are recognized when they become measurable and available, and expenditures are recognized when the related fund liability is incurred). The Proprietary Fund is accounted for on the accrual method of accounting. Fixed asset transactions are accounted for in the General Fixed Assets Account Group. Long-term liabilities are accounted for in the General Long-Term Debt Account Group. For the purpose of these pro forma statements, all RTA funds and account groups have been combined. Due to the combination, the RTA Combined Funds columns do not present financial position and results of operations in conformity with generally accepted accounting principles.

The Service Boards are accounted for on a Proprietary Fund basis. Accordingly, the accrual method of accounting is utilized by the Service Boards. For purposes of these pro forma combining financial statements, the individual Service Board financial statements are combined with those of the RTA.

Cash and Investments

All investments of the RTA, CTA, Metra and Pace are recorded at fair value except short-term investments that are reported at cost or amortized cost, which reasonably approximates fair value.

Fixed Assets

All fixed assets are recorded at cost. Costs funded by Federal Capital Grants are recorded as capital items and are included in fixed assets. In calculating depreciation, each of the Service Boards uses the straight-line method. The estimated useful lives vary depending on the type of fixed asset. These useful lives range from one to 40 years.

Materials and Supplies

Each Service Board records its inventory at the lower of cost or market. The CTA and Metra use the average-cost method to determine the cost base. Pace uses the first-in, first-out method to determine cost.

Compensated Absences

All four entities have recorded a liability for vested vacation time in the year the time was earned. These entities account for compensated absences under GASB Statement No. 16, "Accounting for Compensated Absences," whereby the applicable salary-related employer obligations are accrued in addition to the compensated absences liability.

Revenues

The RTA and Service Boards have five principal sources of revenue and other financial sources: (1) farebox revenue; (2) retailers' occupation taxes, service occupation taxes and use taxes (collectively, Sales Taxes); (3) funds appropriated to the RTA by statute through the State's Public Transportation Fund established under the RTA Act; (4) State or Federal grants, or any other such funds, which the RTA is authorized to apply for and receive under the RTA Act; and (5) investment income and other miscellaneous revenue.

Farebox Revenue

A major source of revenue to the Service Boards is fares collected from riders. Each Service Board has its own fare structure and method for collection of fares. Farebox revenue is recognized when fares paid are initially valid for transportation services.

Sales Tax

The RTA Sales Tax consists of (i) in Cook County, (a) a tax of 1% of the gross receipts from sales of drugs, certain medical supplies and food prepared for consumption off the premises (other than for immediate consumption) imposed on all persons selling tangible personal property at retail (a Food and Drug Tax) and (b) a tax of 0.75% of the gross receipts from all other taxable retail sales; (ii) in counties within Northeastern Illinois (other than Cook County), a tax of 0.25% of the gross receipts from all taxable retail sales [together with (i) (b), a General Sales Tax]; and (iii) a tax of 0.75% on the use in Cook County and 0.25% on the use in Northeastern Illinois other than Cook County of tangible personal property purchased from a retailer outside Northeastern Illinois and titled or registered with a State agency by a person with a Northeastern Illinois address (a Use Tax). The taxes described in (i) and (ii) above are also imposed on persons engaged in making sales of services pursuant to which tangible

personal property or real estate (as incident to a sale of a service) is transferred [with respect to the taxes in (i) and (ii), a Service Occupation Tax].

The RTA Sales Tax is collected by the Illinois Department of Revenue and paid to the Treasurer of the State of Illinois to be held in trust for the RTA outside the State Treasury. Proceeds from the RTA Sales Tax are payable monthly directly to the RTA, without appropriation, by the State Treasury on the order of the State Comptroller.

Also, proceeds from certain sales taxes imposed by the State are allocated to the RTA as part of the restructuring of the State and local sales taxes in Illinois. Until January 1, 1990, the State General Sales Tax, State Use Tax and State Service Occupation Tax portions of the RTA Sales Tax were imposed at a rate of 1% in Cook County. Effective January 1, 1990, as a result of legislation (the Sales Tax Reform Act) aimed at simplifying the base and rate structure of taxes imposed by the State and its local governments, including the RTA, the State General Sales Tax, State Use Tax, State Service Occupation Tax and State Service Use Tax were increased from 5% to 6.25% and any corresponding portions of the RTA Sales Tax in Cook County were reduced from 1% to 0.75%. In order to avoid a revenue loss to the RTA because of the reduction in this portion of the RTA Sales Tax, the Sales Tax Reform Act directed that portions of the receipts from the State General Sales Tax, State Use Tax, State Service Occupation Tax and State Service Use Tax be paid to the RTA annually.

Specifically, 4% of the net monthly revenue from the 6.25% State General Sales Tax and State Service Occupation Tax and 4% of the net monthly revenue from the State Use Tax on personal property purchased at retail outside the State but registered or titled with a State agency within the State (i.e., 0.25% of total) is transferred into the County and Mass Transit District Fund in the State Treasury (the CMTD Fund). The amount in the CMTD Fund attributable to taxable sales occurring in Cook County or to property registered or titled in Cook County is then transferred into the RTA Occupation and Use Tax Replacement Fund in the State Treasury (the Replacement Fund). In addition, (i) the net monthly revenue from the State Use Tax and State Service Use Tax portions of the 1% State Food and Drug Tax and (ii) 20% of the net monthly revenue of the 6.25% State Use Tax and State Service Use Tax (i.e., 1.25% of total), other than revenues of such taxes attributable to personal property purchased at retail outside of the State but registered or titled with a State agency within the State, are deposited in the State and Local Sales Tax Reform Fund (the Reform Fund). Of the money paid into the Reform Fund, 10% is transferred into the Replacement Fund.

The RTA Act provides that the RTA withhold 15% of the tax revenues generated and that these revenues are deposited into the RTA's General Fund. The RTA is required to pass on to the Service Boards, pursuant to statutory formula, an amount equal to the remainder of such tax revenues. The remaining 85% of sales tax is allocated to the Service Boards as follows:

Service Board	Collected within Chicago	Collected within Cook County Outside Chicago	Collected in DuPage, Kane, Lake, McHenry and Will Counties
CTA	100%	30	-
Metra	-	55	70
Pace	-	15	30

The criteria applied for recognition of the receivable and related revenue are that the amounts are "measurable and available" for the RTA to meet its current obligations.

Public Transportation Fund (PTF)

In accordance with the RTA Act, the State Treasurer is authorized and required to transfer from the State's General Revenue Fund to a special fund in the State Treasury designated the "Public Transportation Fund" an amount equal to 25% of net revenues realized from sales taxes (or, as the case may be, gasoline or parking taxes). These amounts may be paid to the RTA only upon State appropriation. The State has approved an appropriation from the Public Transportation Fund through its 2001 fiscal year, which will end June 30, 2001.

None of the revenues from the Public Transportation Fund are payable to the RTA unless and until it certifies to the Governor, State Comptroller and Mayor of the City of Chicago that the RTA has adopted a budget and financial plan as called for by the Act.

The amounts allocable to each of the Service Boards from funding received by the RTA from the State's Public Transportation Fund are allocated at the discretion of the RTA Board in connection with the review and approval of the annual and revised budgets of each Service Board. The allocable amounts of such funds are payable as soon as may be practicable upon their receipt, provided that the RTA has adopted a budget pursuant to Section 4.01 of the Act and the Service Board that is to receive such funds is in compliance with the budget requirement imposed upon the Service Board pursuant to Section 4.11 of the Act.

Reduced Fare Reimbursement

In the State's fiscal year 2001, which ends June 30, 2001, the Illinois General Assembly has appropriated funds for a program under which the Illinois Department of Transportation (IDOT) is authorized to provide to the RTA a reduced fare reimbursement grant for the purpose of reimbursing the Service Boards for actual revenue losses attributable to reduced fares for students, people with disabilities and the elderly. For the State fiscal years ended June 30, 2000 and June 30, 2001, the grants were in the amount of $40 million for each year. The revenue is recognized on the modified accrual basis when the amount is requested from IDOT.

Additional State Assistance/Additional Financial Assistance
The State has authorized Additional State Assistance (ASA), which is supplemental financing for the RTA's Strategic Capital Improvement Program (SCIP I). The Additional State Assistance available to the RTA during the State's July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP bonds plus any debt service saving from the issuance of refunding or advance refunding SCIP bond, less interest earned on the remaining bond proceeds or (ii) $55 million per year. The RTA received $38 million of Additional State Assistance in 2000.

Beginning State Fiscal Year 2001, the State has also authorized Additional Financial Assistance (AFA) to pay for debt service requirements for SCIP II bonds. The amount available to the RTA during the State's July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP II bonds less interest earned on those bond proceeds or (ii) $16 million in SFY 2001. The RTA received $4 million of Additional Financial Assistance for part of SFY 2001.

In accordance with the RTA Act, earnings on the SCIP I and SCIP II bond proceeds in the Capital Projects Fund are credited to the Debt Service Fund.

Cash Flows
For purposes of the pro forma combining statement of cash flows, the RTA and the Service Boards consider all investments with original maturities of three months or less to be cash equivalents. Such amounts are included in the "Cash and Investments" line items on the accompanying pro forma balance sheet.

Combining Adjustments
Inter-agency receivables, payables, revenues, expenses and expenditures have been eliminated in the Combining Adjustments column; however, there are some differences in these amounts reported in the stand-alone financial statements of the RTA and the Service Boards. These valid differences relate primarily to differences in timing in the recording of certain transactions. For purposes of these pro forma combining financial statements, such differences are recorded as combining adjustments to fund balance.

Pro Forma Combined Balances
The columns presenting the combined balances for the RTA and Service Boards are statutorily required and do not present financial position, results of operations or cash flows in conformity with generally accepted accounting principles.

Note 4. Budget and Budgetary Accounting

Section 4.01(a) of the RTA Act requires the RTA to prepare and adopt a comprehensive annual budget and program presenting the RTA's planned operations and capital expenditures for the forthcoming year. The RTA's budget is comprehensive and includes the activities in its General Fund and Agency (Sales Tax) Fund.

The annual budget and related appropriations are prepared on the modified accrual basis of accounting in conformity with generally accepted accounting principles except for capital grants and expenditures, which are budgeted for on a project basis, which normally exceeds one year, and debt service payments, which are budgeted as transfers from the General Fund. Budgets for RTA capital expenditures and discretionary capital grants to Service Boards that extend beyond one year are presented in the first year of the grants and represent the total amounts awarded. All appropriations lapse at year-end. There was no budget amendment to the 2000 budget. Although appropriations are adopted for individual line items, the legal level of control (i.e., the level at which appropriation transfers or expenditures in excess of appropriated amounts require RTA Board approval) is restricted to total appropriations/expenditures and total administration appropriations/expenditures. Management has the authority to exceed any line item appropriation without Board approval, provided it does not exceed the total appropriations/expenditures and the total administration appropriations/expenditures. Additional budget detail is used by management for monitoring purposes. It is the policy of the RTA to fund the budgets of the Service Boards up to the amount appropriated in the annual Budget Ordinance. The Service Boards maintain all financial records and prepare all financial statements and reports, including quarterly and annual reports required under the Act, in accordance with the following provisions:

1. The first source of funds to be credited against the budgeted funding amount is from FTA operating assistance grants;
2. The second source of funds to be credited against the budgeted funding amount is from 85% sales tax receipts;
3. The third source of funds to be credited against the budgeted funding amount is from PTF receipts; and
4. The fourth source of funds credited against the budgeted funding amount is from RTA 15% sales tax receipts and other discretionary receipts.

The Service Boards' capital expenditure and reduced fare reimbursements, the payment of PTF funds, and the 15% tax revenues and other discretionary funds of the RTA are made under the terms and conditions of grant agreements governing such expenditures.

Note 5. Leases

The RTA and CTA hold operating leases that are primarily for rent expense on the facilities they occupy. Metra has several operating leases, primarily for the use of passenger terminals.

On September 18, 1998, Metra entered into a transaction to lease 174 rail cars to three equity investors (the headlease) and simultaneously subleased the rail cars back (the sublease). Under these agreements, Metra maintains the right to use the rail cars and is also responsible for their continued maintenance and insurance. Metra's sublease arrangements have been recorded as long-term obligations for accounting purposes. At closing, the rail cars had a fair market value of approximately $296.9 million and a book value of $262.9 million. As part of the headlease agreements, Metra received prepayments equiv-

alent to the net present value of the headlease obligations totaling approximately $274 million. Metra transferred approximately $177.4 million and $52.9 million of the prepayment proceeds to third parties, in accordance with the terms of debt and equity payment undertaking agreements, respectively. These agreements constitute commitments by the debt and equity payment undertakers to pay Metra's sublease and buyout options, under the terms of the subleases. Both the debt and equity payment undertakers are finance companies with AAA and Aaa ratings from Moody's and Standard & Poor's, respectively. Their performance under the agreement is guaranteed by their parent company, which carries the same ratings. In connection with the transaction, Metra recognized $43.7 million as leasehold revenue in 1998. The net present value of the future payments due under the subleases has been recorded as a liability on the accompanying balance sheet. Since the debt and equity payment undertaking agreements have been structured to meet all future obligations under the subleases, the related asset balances have been recorded to equal the sublease liabilities on the accompanying balance sheet. The following table sets forth the aggregate amounts due under the sublease agreements:

Future minimum payments due:	
2001	$ 1,476,322
2002	3,442,863
2003	17,193,268
Thereafter	565,405,023
Total future minimum payments	587,517,476
Less: Interest	(322,886,572)
Present value of minimum lease payments	$ 264,630,904

During 1998, the CTA entered into a lease/leaseback agreement (the 1998 Agreement) with a third party pertaining to a rail line (Green Line), with a book value of $375.9 million at December 31, 2000. The 1998 Agreement, which provides certain cash and tax benefits to the third party, also provides for a trust established by the CTA to lease the rail line to an equity investor trust (the 1998 Equity Trust), which would then lease the facilities back to another trust established by the CTA under a separate lease (the 1998 Lease). Under the 1998 Lease, the CTA is required to make the payments of $23,016,047 for 2001 through 2002, $27,113,279 for 2003, $35,191,135 for 2004 and $23,862,750 for 2005. At December 31, 2000, the total payments due under the agreement are recorded as capital lease obligations of approximately $303.1 million.

During 1997, the CTA entered into four lease/leaseback agreements (the 1997 Agreements) with a third party pertaining to certain of its facilities having a book value of $64.6 million at December 31, 2000. The 1997 Agreements, which provide certain cash and tax benefits to the third party, also provide for a trust established by the CTA to lease the facilities to an equity investor trust (the Equity Trust), which would then lease the facilities back to another trust established by the CTA under separate leases (the Leases).

During 1997, the CTA received certain funds as prepayments by the Equity Trust. The funds have been deposited in designated investment accounts sufficient to meet the payments required under the Leases, and are recorded as assets restricted for repayment of leasing commitments. The Equity Trust has a security interest in the deposits to guarantee the payments due by the CTA and may take possession of the facilities upon a default by the CTA under the Lease. Under the Leases, the CTA is required to make annual rental payments of $12.8 million for 2001 and of $10.4 million, $15.4 million and $12.1 million during the years 2002, 2003 and 2004, respectively. No other lease payments are required until the end of the lease. One of the Leases also requires a payment at the end of the initial term (in the year 2024) of $129.5 million, which is due on the same day as the only remaining payment due from the Equity Trust of $111.5 million. The additional three Leases require a payment at the end of the initial terms (in the year 2025) of $458.1 million, which is due on the same day as the only remaining payment due from the Equity Trust of $395.4 million. The present value of the future payments to be made by CTA under the Leases (net of the payment due from the Equity Trust in 2022 and 2023) of approximately $61.9 million is reflected in the accompanying December 31, 2000 balance sheet as capital lease obligations.

In connection with the 1997 Agreements, the CTA also received proceeds of $11.9 million. The FTA has approved the Authority's right to the benefit received from these transactions. The CTA has elected to defer recognition of the proceeds over the remaining 26- and 27-year lives of the leases.

During 1996, the CTA entered into similar lease/leaseback agreements (the 1996 Agreements) with a third party pertaining to certain of its facilities, with a book value of $69.6 million at December 31, 2000. The 1996 Agreements, which provide certain cash and tax benefits to the third party, also provide for a trust established by the CTA to lease the facilities to an equity investor trust (the 1996 Equity Trust), which would then lease the facilities back to another trust established by the CTA under a separate lease (the 1996 Lease).

Under the 1996 Lease, the CTA is required to make annual rental payments of $12.6 million during the years 2001 through 2002 and a $7.8 million payment in the year 2004. No payment is required for 2003. The 1996 Lease also requires a payment at the end of the initial term (in the year 2024) of $653.5 million, which is due on the same day as the only remaining payment due from the 1996 Equity Trust of $550.8 million. The present value of the future payments to be made by CTA under the leases (net of the payment due from the 1996 Equity Trust in 2024) of approximately $48.3 million is reflected in the accompanying December 31, 2000 balance sheet as capital lease obligations.

In connection with the 1996 Agreements, the CTA also received proceeds of $10.9 million and agreed to make approximately $80 million of improvements to one of the facilities. The FTA has approved the CTA's right to the benefit received from these transactions. The CTA has elected to defer recognition of the proceeds over the remaining 27-year life of the leases.

During 1995, the CTA entered into sale/leaseback agreements (the 1995 Agreements) with third parties. The 1995

Agreements provided for the CTA to sell and lease back certain rail equipment totaling $487.1 million at cost for a period of 19 years beginning on the date of the respective transaction. At December 31, 2000, the total payments due under the 1995 Agreements are recorded as capital lease obligations totaling $962.9 million. The CTA has deposited funds into designated cash and investment accounts sufficient to meet all of its payment obligations throughout the terms of the leases and recorded such amounts as assets restricted for repayment of leasing commitments.

Note 6. Commitments and Contingencies

Each of the entities has various commitments that have arisen in the normal course of operations. None is expected to have a material adverse impact on its financial position as presented.

Each of the entities has also established liabilities for potential legal judgments to satisfy claims against the entity.

The RTA has also established a Loss Financing Plan to cover funding of losses incurred by the RTA and the Service Boards over certain established limits.

Note 7. Cash and Investments

The applicable statutory provisions governing the investment of public funds are found in 30 ILCS 235/0.01, et. seq. Each of the four entities also has established its own investment policy that is in line with the State statute, or, in some cases, more restrictive.

The RTA and Service Boards have on hand at December 31, 2000, $944 million of cash and investments. Of that amount, $478 million is restricted for self-insurance and other damage reserve liabilities, debt service, health insurance claims and capital projects.

Note 8. Loans and Advances to Service Boards

At December 31, 2000, the RTA, through the Joint Self-Insurance Fund, had outstanding cash advances due from the Service Boards for liability claims paid. The advances are due as follows:

Year	Pace
2001	$ 1,000,000
2002	765,592
	$ 1,765,592

The advances accrued interest at 6.36% during 2000. Accrued interest due from Pace amounted to $114,282 at December 31, 2000.

Note 9. Changes in General Long-Term Debt – General Obligation Bonds Payable

Changes during the year in bonds payable were as follows:

General Obligation	December 31, 1999	New Issues	Retirements	December 31, 2000
1990A	$ 62,710,000	-	1,915,000	60,795,000
1991A	59,740,000	-	1,940,000	57,800,000
1992A* and 1992B	78,905,000	-	3,820,000	75,085,000
1993A* and 1993B	46,960,000	-	2,130,000	44,830,000
1993C Refunding	22,335,000	-	180,000	22,155,000
1994A* and 1994B	53,725,000	-	4,470,000	49,255,000
1994C* and 1994D	87,755,000	-	2,485,000	85,270,000
1996 Refunding	149,760,000	-	540,000	149,220,000
1997 Refunding	97,895,000	-	260,000	97,635,000
1999 Refunding*	298,725,000	-	4,990,000	293,735,000
2000A*	-	260,000,000	-	260,000,000
Total	$ 958,510,000	260,000,000	22,730,000	1,195,780,000

*Strategic Capital Improvement Program (SCIP) Bonds

Advance Refundings

On June 21, 1993, the RTA advance refunded a portion of its 1990A Series general obligation bond issue. The RTA issued $23,265,000 of general obligation refunding bonds (1993C Series) to provide resources to fund an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the general long-term debt account group. At December 31, 2000, $20,350,000 of outstanding general obligation bonds (1990A Series) are considered defeased.

On January 19, 1996, the RTA advance refunded a portion of its 1994B and 1994D Series general obligation bond issues. The RTA issued $151,235,000 of general obligation refunding bonds (1996 Series) to provide resources to fund an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the general long-term debt account group. At December 31, 2000, $60,300,000 of outstanding general obligation bonds (1994B Series) and $75,605,000 of outstanding general obligation bonds (1994D Series) are considered defeased.

On September 18, 1997, the RTA advance refunded a portion of its 1990A, 1991A, 1992B and 1993B Series general obligation bond issues. The RTA issued $98,385,000 of general obligation refunding bonds (1997 Series) to provide resources to fund an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the general long-term debt account group. At December 31, 2000, $4,230,000 of outstanding general obligation bonds (1990A Series), $29,265,000 of outstanding general obligation bonds (1991A Series), $18,170,000 of outstanding general obligation bonds (1992B Series) and $47,465,000 of outstanding general obligation bonds (1993B Series) are considered defeased.

On August 24, 1999, the RTA advance refunded a portion of its 1992A, 1993A, 1994A and 1994C Series general obligation bond issues. The RTA issued $298,725,000 of general obligation refunding bonds (1999 Series). Proceeds from the issuance amounted to $305,599,490, which includes a premium of $6,658,942. The proceeds are to provide resources to fund an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the general long-term debt account group. At December 31, 2000, $113,895,000 of outstanding general obligation bonds (1992A Series), $9,720,000 of outstanding general obligation bonds (1993A), $142,615,000 of outstanding general obligation bonds (1994A) and $21,955,000 of outstanding general obligation bonds (1994C) are considered defeased.

Debt Service Requirements

The "debt service requirements" set forth in the following tables represent payments due the trustee, as required by the respective bond agreements. The "principal maturity" columns represent payments due bondholders from the trustee.

1990 General Obligation Bonds

In May, 1990, the RTA issued $100 million in General Obligation Bonds, Series 1990A, to establish a Capital Projects Fund to provide the source of paying costs of the Capital Program for the CTA, Metra and Pace.

The Series 1990A Bonds mature on November 1 over a 30-year period, and interest is payable at rates ranging from 6.00% to 7.15% on November 1, 1990 and semiannually thereafter on May 1 and November 1 in each remaining year.

Debt service requirements on the Series 1990A Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ -	4,377,239	4,377,239	-
2002	-	4,377,240	4,377,240	-
2003	-	4,377,240	4,377,240	-
2004	-	4,377,240	4,377,240	-
2005	-	4,377,240	4,377,240	-
Thereafter	60,795,000	46,786,680	107,581,680	60,795,000
Total	$ 60,795,000	68,672,879	129,467,879	60,795,000

1991 General Obligation Bonds

In November, 1991, the RTA issued $100 million in General Obligation Bonds, Series 1991A, to replenish the Capital Projects Fund and to provide the source for paying costs of the Capital Program for the CTA, Metra and Pace.

The Series 1991A Bonds mature on November 1 over a 30-year period, and interest is payable at rates ranging from 4.85% to 6.55% on May 1, 1992 and semiannually thereafter on November 1 and May 1 in each remaining year.

Debt service requirements on the 1991A Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 2,055,000	3,859,243	5,914,243	2,055,000
2002	-	3,734,915	3,734,915	-
2003	-	3,734,915	3,734,915	-
2004	-	3,734,914	3,734,914	-
2005	-	3,734,916	3,734,916	-
Thereafter	55,745,000	44,936,897	100,681,897	55,745,000
Total	$ 57,800,000	63,735,800	121,535,800	57,800,000

1992 General Obligation Bonds

In June, 1992, the RTA issued $188 million in General Obligation Bonds, Series 1992A, to pay the cost of purchasing and reconstructing rail cars for Metra. The RTA also issued $30 million in General Obligation Bonds, Series 1992B, to pay the costs of reconstruction, acquisition, repair and replacement of certain public transportation facilities for the CTA, Metra and Pace.

The Series 1992A and 1992B Bonds mature on June 1 over a 30-year period, and interest is payable at rates ranging from 5.30% to 9.00% on December 1, 1992 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1992A and 1992B Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 4,200,909	5,405,249	9,606,158	4,045,000
2002	4,455,455	5,159,539	9,614,994	4,290,000
2003	4,731,364	4,894,495	9,625,859	4,550,000
2004	5,080,000	4,608,334	9,688,334	4,835,000
2005	5,531,818	4,208,481	9,740,299	5,220,000
Thereafter	48,511,363	12,928,383	61,439,746	52,145,000
Total	$ 72,510,909	37,204,481	109,715,390	75,085,000

1993 General Obligation Bonds

In June, 1993, the RTA issued $55 million in General Obligation Bonds, Series 1993A, to pay the cost of repurchasing and reconstructing rail cars for Metra. The RTA also issued $55 million in General Obligation Bonds, Series 1993B, to pay the costs of reconstruction, acquisition, repair and replacement of certain public transportation facilities for the CTA, Metra and Pace.

The Series 1993A and 1993B Bonds mature on June 1 over a 30-year period, and interest is payable at rates ranging from 4.21% to 5.85% on December 1, 1993 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1993A and 1993B Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 2,316,364	2,476,859	4,793,223	2,240,000
2002	2,436,364	2,359,843	4,796,207	2,360,000
2003	2,569,091	2,234,323	4,803,414	2,480,000
2004	1,399,091	2,134,138	3,533,229	1,310,000
2005	1,481,818	2,061,145	3,542,963	1,380,000
Thereafter	33,201,817	23,876,305	57,078,122	35,060,000
Total	$ 43,404,545	35,142,613	78,547,158	44,830,000

1993 General Obligation Refunding Bonds

In June, 1993, the RTA issued $23.265 million in General Obligation Bonds, Series 1993C, to provide funds to refund in advance of maturity the RTA's outstanding Series 1990A Bonds maturing November 1 in the years 2003-2005 and 2009 in the aggregate amount of $20.35 million.

The Series 1993C Refunding Bonds mature on June 1 over a 16-year period, and interest is payable at rates ranging from 2.75% to 5.70% on December 1, 1993 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1993C Refunding Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 196,364	1,210,458	1,406,822	190,000
2002	1,736,818	1,200,538	2,937,356	200,000
2003	2,723,182	1,114,870	3,838,052	2,615,000
2004	2,874,091	971,915	3,846,006	2,785,000
2005	3,026,819	818,103	3,844,922	2,925,000
Thereafter	11,476,815	1,497,390	12,974,205	13,440,000
Total	$ 22,034,089	6,813,274	28,847,363	22,155,000

1994 General Obligation Bonds

In May, 1994, the RTA issued $195 million in General Obligation Bonds, Series 1994A, to pay the costs of purchasing and reconstructing rail cars for Metra. Proceeds of Series 1994A Bonds may also be used to purchase new paratransit vehicles for Pace and for rehabilitation of rail cars for the CTA. The RTA also issued $80 million in General Obligation Bonds, Series 1994B, to pay the costs of reconstruction, acquisition, repair and replacement of certain public transportation facilities for the CTA, Metra and Pace.

The Series 1994A and 1994B Bonds mature on June 1 over a 30-year period, and interest is payable at rates ranging from 3.75% to 8.00% on December 1, 1994 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1994A and 1994B Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 4,705,000	3,472,010	8,177,010	4,705,000
2002	4,955,000	3,208,713	8,163,713	4,955,000
2003	5,230,000	2,863,250	8,093,250	5,230,000
2004	5,645,000	2,428,250	8,073,250	5,645,000
2005	4,325,000	2,077,025	6,402,025	4,325,000
Thereafter	24,395,000	21,505,399	45,900,399	24,395,000
Total	$ 49,255,000	35,554,647	84,809,647	49,255,000

In December, 1994, the RTA issued $62 million in General Obligation Bonds, Series 1994C, to pay for capital projects of the CTA, Metra and Pace required by the Americans with Disabilities Act and for vehicle rehabilitation and the construction or renewal of support facilities. The RTA also issued $129.965 million in General Obligation Bonds, Series 1994D, to pay for portions of the CTA's rehabilitation of the Green Line elevated structure, track replacement and repair or replacement of bus supporting services and for Pace's construction of bus garages and purchase of new buses and paratransit vehicles.

The 1994C and 1994D Bonds mature on June 1 over a 30-year period, and interest is payable at rates ranging from 5.30% to 7.75% on June 1, 1995 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1994C and 1994D Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 2,635,000	6,437,062	9,072,062	2,635,000
2002	2,800,000	6,272,612	9,072,612	2,800,000
2003	3,000,000	6,070,962	9,070,962	3,000,000
2004	3,240,000	5,829,162	9,069,162	3,240,000
2005	3,505,000	5,567,794	9,072,794	3,505,000
Thereafter	70,090,000	49,815,063	119,905,063	70,090,000
Total	$ 85,270,000	79,992,655	165,262,655	85,270,000

1996 General Obligation Refunding Bonds

In January, 1996, the RTA issued $151.235 million in General Obligation Bonds, Series 1996, to provide funds to refund in advance of maturity the RTA's outstanding Series 1994B Bonds, maturing June 1 in the years 2005–2009, 2012, 2015 and 2024, in the aggregate amount of $60.3 million and Series 1994D Bonds, maturing June 1 in the years 2009–2014 and 2025, in the aggregate amount of $75.605 million.

The Series 1996 Refunding Bonds mature on June 1 over a 22-year period, and interest is payable at rates ranging from 5.125% to 5.50% on June 1, 1996 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1996 Refunding Bonds to maturity are set forth below:

	Debt Service Requirements			Principal
Year	Principal	Interest	Total	Maturity
2001	$ 570,000	8,142,063	8,712,063	570,000
2002	595,000	8,112,209	8,707,209	595,000
2003	625,000	8,080,947	8,705,947	625,000
2004	660,000	8,048,019	8,708,019	660,000
2005	2,470,000	7,967,813	10,437,813	2,470,000
Thereafter	144,300,000	99,192,283	243,492,283	144,300,000
Total	$ 149,220,000	139,543,334	288,763,334	149,220,000

1997 General Obligation Refunding Bonds

On September 18, 1997, the RTA issued $98.385 million in refunding bonds to provide funds to refund in advance of maturity the RTA's outstanding Series 1990A Bonds, maturing November 1 in the years 2001–2022, in the aggregate amount of $4.23 million, Series 1991A Bonds, maturing November 1 in the years 2002–2006, 2008 and 2011, in the aggregate amount of $29.265 million, Series 1992B Bonds, maturing June 1 in the years 2015 and 2022, in the aggregate amount of $18.17 million and Series 1993B Bonds, maturing June 1 in the years 2004–2009, 2013 and 2023, in the aggregate amount of $47.465 million.

The Series 1997 Refunding Bonds mature on June 1 over a 26-year period, and interest is payable at rates ranging from 4.00% to 6.00% on December 1, 1997 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1997 Refunding Bonds to maturity are set forth below:

		Debt Service Requirements		Principal
Year	Principal	Interest	Total	Maturity
2001	$ 2,360,000	5,405,275	7,765,275	2,360,000
2002	4,705,000	5,238,975	9,943,975	4,705,000
2003	2,545,000	5,057,725	7,602,725	2,545,000
2004	3,980,000	4,894,600	8,874,600	3,980,000
2005	4,190,000	4,690,350	8,880,350	4,190,000
Thereafter	79,855,000	42,721,677	122,576,677	79,855,000
Total	$ 97,635,000	68,008,602	165,643,602	97,635,000

1999 General Obligation Refunding Bonds

On August 24, 1999, the RTA issued $298.725 million in refunding bonds to provide funds to refund in advance of maturity the RTA's outstanding Series 1992A Bonds, maturing June 1 in the years 2015 and 2022, in the aggregate amount of $113.895 million, Series 1993A Bonds, maturing June 1 in the years 2009 and 2013, in the aggregate amount of $9.72 million, Series 1994A Bonds, maturing June 1 in the years 2006–2009, 2012, 2015 and 2024, in the aggregate amount of $142.615 million and Series 1994C Bonds, maturing June 1 in the year 2025, in the aggregate amount of $21.955 million.

The Series 1999 Refunding Bonds mature on June 1 over a 25-year period, and interest is payable at rates ranging from 5.00% to 6.00% on December 1, 1999 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1999 Refunding Bonds to maturity are set forth below:

		Debt Service Requirements		Principal
Year	Principal	Interest	Total	Maturity
2001	$ 570,000	16,728,762	17,298,762	570,000
2002	595,000	16,699,637	17,294,637	595,000
2003	615,000	16,669,387	17,284,387	615,000
2004	645,000	16,637,887	17,282,887	645,000
2005	670,000	16,605,012	17,275,012	670,000
Thereafter	290,640,000	200,169,269	490,809,269	290,640,000
Total	$ 293,735,000	283,509,954	577,244,954	293,735,000

2000 General Obligation Bonds

In June, 2000, the RTA issued $260 million in General Obligation Bonds, Series 2000A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the CTA, Metra and Pace.

The Series 2000A Bonds mature on July 1 over a 30-year period, and interest is payable at rates ranging from 5.75% to 6.25% on January 2001 and semiannually thereafter on July 1 and January 1 in each remaining year.

Debt service requirements on the Series 2000A Bonds to maturity are set forth below:

		Debt Service Requirements		Principal
Year	Principal	Interest	Total	Maturity
2001	$ -	16,798,687	16,798,687	-
2002	3,630,000	16,300,613	19,930,613	3,630,000
2003	3,825,000	16,091,888	19,916,888	3,825,000
2004	4,030,000	15,871,950	19,901,950	4,030,000
2005	4,245,000	15,640,225	19,885,225	4,245,000
Thereafter	244,270,000	249,465,218	493,735,218	244,270,000
Total	$ 260,000,000	330,168,581	590,168,581	260,000,000

The bonds issued by the RTA carry a rating of "AAA" from Standard & Poor's and Fitch IBCA, Inc., and "Aaa" from Moody's Investors Service, Inc., based on the RTA having the principal and interest guaranteed by an insurance policy. These rating agencies have indicated that they would have rated the bonds "AA," "AA" and "A1," respectively, without such insurance. These high ratings reflect a positive outlook by the rating agencies based on their assessment of the essentiality of the RTA system, its financial position and performance, and public funding support.

All the bonds are general obligations of the RTA to which the full faith and credit of the RTA are pledged. The bonds are payable from all revenues and all other funds received or held by the RTA (except amounts in the Joint Self-Insurance Fund and amounts required to be held or used with respect to separate ordinance obligations) that lawfully may be used for retiring the debt.

The bonds are secured by an assignment of a lien on the sales taxes imposed by the RTA. All sales tax receipts are to be paid directly to the trustee by officials of the State of Illinois. If, for any reason, the required monthly debt service payment has not been made by the RTA, the trustee is to deduct it from the receipts. If all payments have been made, the funds are made available to the RTA for regular use.

Under the Act, the CTA, Metra and Pace farebox receipts and funds on hand are not available for payment of debt service.

In the Debt Service Fund, $39,109,163 is available to service principal and interest payments of the RTA's long-term debt as of December 31, 2000.

Note 10. Pension

All eligible employees of the four entities are covered under a pension plan. RTA employees, as well as nonunion employees of Metra and Pace, are covered under the RTA Pension Plan, which is a multi-employer, noncontributory, defined benefit cost sharing plan. The union employees of Metra and Pace are covered under various other plans as are required by their collective bargaining agreements.

The CTA maintains two single-employer defined benefit pension plans, the Employees' Retirement Plan and the Supplemental Retirement Plan, covering substantially all full-time permanent union and nonunion employees and Chicago Transit Board members. The Employees' Retirement Plan is governed by the terms of the employees' collective bargaining agreement. The Supplemental Retirement Plan, which includes a retirement plan for Board members and the Supplemental Retirement Plan for officers, executives, supervisory and profes-

sional employees, provides benefits, in addition to the Employees' Retirement Plan, to management employees in certain employment classifications and Chicago Transit Board members.

In 1995, the CTA adopted the Governmental Accounting Standards Board's Statement No. 27 (Statement No. 27), "Accounting for Pensions by State and Local Governmental Employers." Statement No. 27 requires that the accrued pension liability at the transition (adoption) date be calculated as the cumulative difference, including interest, between an employer's required contributions in accordance with the pension plan's actuarially required contribution funding requirements and the actual contributions made by the employer for all fiscal years beginning after December 15, 1986 and through the date of transition.

In 1997, the RTA, Metra and Pace elected to implement the provisions of Statement No. 27 along with Governmental Accounting Standards Board Statement No. 25, "Financial Reporting for Defined Benefit Pension Plans and Note Disclosures for Defined Contribution Plans." There was no significant impact as a result of implementing these new standards.

Note 11. Region-Wide Financial Information

The RTA management has elected to present certain region-wide financial information. The purpose of this information is to provide a total overview of transportation-related operations in the Northeastern Illinois region. Accordingly, this region-wide information follows in the pro forma combining region-wide statement of revenues and expenditures and the pro forma combining region-wide statement of revenues and expenditures – budget and actual.

The primary financial statements of RTA and the Service Boards used to prepare the pro forma combining statement of revenues and expenditures do not include the aggregate of system-generated revenues and costs. The pro forma combining region-wide statement of revenues and expenditures includes the aggregate of all system revenues and costs.

For purposes of the recovery ratio calculation, the Act requires that the costs used in the calculation include all operating costs consistent with generally accepted accounting principles, with certain allowable adjustments as enumerated in the Act. Costs funded by Federal capital grants are recorded as capital items and included in fixed assets, and are excluded from the recovery ratio calculation as required by the Act.

The Act requires that the aggregate of all system-generated revenues equal at least 50% of the aggregated costs of providing such public transportation. This concept is described as the "system-generated revenues recovery ratio."

For 2000, the region-wide system-generated revenues recovery ratio is calculated from the pro forma combining region-wide statement of revenues and expenditures – budget and actual (budgetary basis) schedule as follows (in thousands):

System-Generated Revenues		
CTA*	$	457,749
Metra**		246,152
Pace		48,742
RTA		10,828
Total System-Generated Revenues	$	763,471
System-Generated Expenses		
CTA	$	846,530
Metra**		411,180
Pace		121,735
RTA		39,807
Total System-Generated Expenses	$	1,419,252

The region-wide system-generated revenues recovery ratio for 2000 equals 53.79%.

*The recovery ratio for the CTA included leasehold revenues of $4,262 and excluded CTA expenses for security costs of $4,817.

**With respect to Metra, $9,099 of capital farebox financing was included in revenues. Metra's $2,252 cost for lease of transportation facilities and $2,940 for funded depreciation were deducted from expenses. These are allowable adjustments for the recovery ratio computation.

Note 12. Subsequent Events

On February 6, 2001, the RTA issued General Obligation Refunding Bonds, Series 2001B in the amount of $37.715 million to refund in advance of their maturity certain of the RTA's Outstanding General Obligation Bonds, Series 1993A. On March 28, 2001, the RTA also issued General Obligation Bonds, Series 2001A in the amount of $100 million to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the CTA, Metra and Pace.

Pro Forma Combining Region-Wide Statement of Revenues and Expenditures

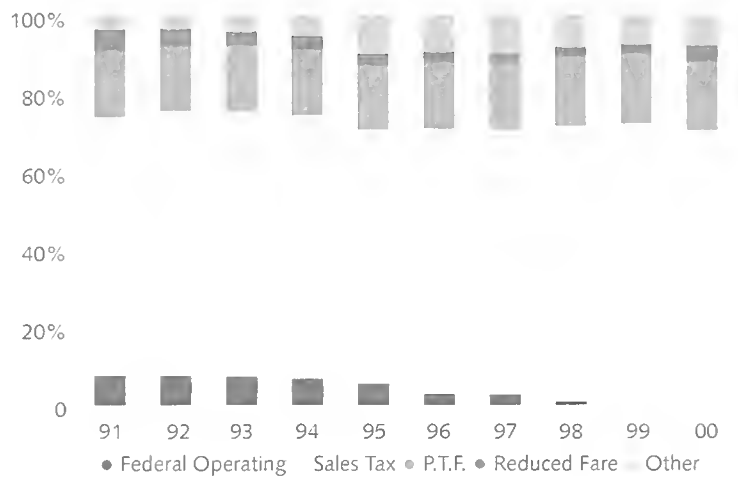
Year Ended December 31, 2000 In thousands	RTA Combined Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments Debit	Combining Adjustments Credit	Pro Forma Combined Balance
Revenues							
Service Boards revenue	$ -	453,487	237,053	48,742	38,759	-	700,523
RTA financial assistance	-	397,860	222,894	71,772	692,526	-	-
Other public funding	-	-	-	698	-	-	698
Sales tax	650,284	-	-	-	-	-	650,284
Interest on sales tax	1,526	-	-	-	1,297	-	229
Public Transportation Fund (PTF)	162,247	-	-	-	-	-	162,247
State assistance (ASA/AFA)	41,839	-	-	-	-	-	41,839
State reduced fare reimbursement	38,759	-	-	-	-	-	38,759
Investment income	26,353	-	-	-	114	-	26,239
Other grants and reimbursements	2,229	-	-	-	-	-	2,229
Leasehold revenue	-	4,262	-	-	-	-	4,262
Interest revenue from leasing transactions	-	104,948	16,279	-	-	-	121,227
Total Revenues	$ 923,237	960,557	476,226	121,212	732,696	-	1,748,536
Expenditures							
Operating expenses	$ -	844,614	416,372	121,735	-	114	1,382,607
Depreciation	-	260,641	124,418	27,556	-	-	412,615
Operating grants to Service Boards	658,457	-	-	-	-	658,457	-
Capital grants to Service Boards	102,806	-	-	-	-	102,806	-
State reduced fare reimbursement to Service Boards	38,759	-	-	-	-	38,759	-
Sales tax interest to Service Boards	1,297	-	-	-	-	1,297	
Administration	4,933	-	-	-	-	-	4,933
Regional expenses	19,312	-	-	-	-	-	19,312
Debt service	82,337	-	-	-	-	-	82,337
Capital outlay	667	-	-	-	-	-	667
Interest expense from leasing transactions	-	101,651	16,279	-	-	-	117,930
Total Expenditures	$ 908,568	1,206,906	557,069	149,291	-	801,433	2,020,401
Net revenues (expenditures) before depreciation exclusion, retirement of debt and capital farebox financing	$ 14,669	(246,349)	(80,843)	(28,079)	732,696	801,433	(271,865)
Bond proceeds (gross)	276,347	-	-	-	-	-	276,347
Operating transfers out	(113,183)	-	-	-	-	-	(113,183)
Operating transfers in – Debt Service	87,632	-	-	-	-	-	87,632
Operating transfers in – Capital Projects Fund	2,551	-	-	-	-	-	2,551
JSIF contribution	23,000	-	-	-	-	-	23,000
Capital farebox financing	-	-	9,099	-	-	-	9,099
Net Revenues (Expenditures)	$ 291,016	(246,349)	(71,744)	(28,079)	732,696	801,433	13,581

Pro Forma Combining Region-Wide Statement of Revenues and Expenditures – Budget and Actual

Year Ended December 31, 2000 In thousands	RTA General & Agency Funds	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments		Pro Forma Combined Balance	Pro Forma Region-Wide Budget
					Debit	Credit		
Revenues								
RTA financial assistance	$ -	397,860	222,894	71,772	692,526	-	-	-
Other public funding	-	-	-	698	-	-	698	475
Sub Total	-	397,860	222,894	72,470	692,526	-	698	475
Sales tax	$ 650,284	-	-	-	-	-	650,284	629,000
Public Transportation Fund (PTF)	162,247	-	-	-	-	-	162,247	157,879
State assistance (ASA/AFA)	41,839	-	-	-	-	-	41,839	44,500
State reduced fare reimbursement	38,759	-	-	-	38,759	-	-	-
Interest on sales tax	1,526	-	-	-	1,297	-	229	200
Investment income	8,370	-	-	-	-	-	8,370	5,000
Other grants and reimbursements	2,229	-	-	-	-	-	2,229	3,432
Service Boards revenues	-	453,487	237,053	48,742	114	-	739,168	709,856
Add:								
Leasehold revenue	-	4,262	-	-	-	-	4,262	-
Capital farebox financing	-	-	9,099	-	-	-	9,099	9,025
Sub Total	$ 905,254	457,749	246,152	48,742	40,170	-	1,617,727	1,558,892
Total Revenues	$ 905,254	855,609	469,046	121,212	732,696	-	1,618,425	1,559,367
Expenditures								
Operating grants to Service Boards	$ 658,457	-	-	-	-	658,457	-	-
Capital grants to Service Boards	26,157	-	-	-	-	-	26,157	26,157
Sales tax for Service Board capital	38,747	-	38,747	-	-	38,747	38,747	33,127
State reduced fare reimbursement	38,759	-	-	-	-	38,759	-	-
Sales tax interest to Service Boards	1,297	-	-	-	-	1,297	-	
Administration	4,933	-	-	-	-	-	4,933	5,010
Regional expenses	11,874	-	-	-	-	-	11,874	12,767
JSIF contribution	23,000	-	-	-	-	-	23,000	20,000
Operating transfers	87,632	-	-	-	-	-	87,632	84,600
Capital outlay	7,237	-	-	-	-	-	7,237	7,237
Operating expenses	-	851,347	416,372	121,735	-	114	1,389,340	1,367,621
Less:								
Security costs	-	(4,817)	-	-	-	-	(4,817)	-
Lease of transportation facility	-	-	(2,252)	-	-	-	(2,252)	-
Funded depreciation	-	-	(2,940)	-	-	-	(2,940)	-
Total Expenditures	$ 898,093	846,530	449,927	121,735	-	737,374	1,578,911	1,556,519
Excess (deficiency) of revenues over expenditures	$ 7,161	9,079	19,119	(523)	732,696	737,374	39,514	2,848

Note 1 This schedule presents actual results compared to budget. The budgetary basis reflects GAAP reporting excluding depreciation, unfunded pension, provision for injury and damage claims, and certain other items, as directed by the RTA Act.
Note 2 RTA policy directs funds not required for operations to be used for capital programs.

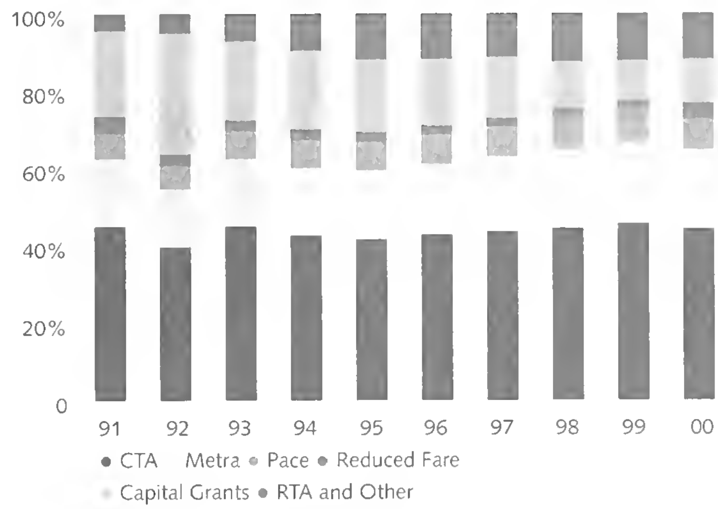
RTA Revenue by Source



Last 10 Years In thousands	Federal Operating Assistance	Sales Tax	Public Transportation Fund	Reduced Fare	Other	Total
12 Months Ended 12/31/91	$ 49,019	$ 425,173	$ 109,195	$ 35,267	$ 22,583	$ 641,237
Percentage of Total	7.64%	66.31%	17.03%	5.50%	3.52%	100%
12 Months Ended 12/31/92	49,141	445,891	109,843	27,924	22,587	655,386
Percentage of Total	7.50%	68.03%	16.76%	4.26%	3.45%	100%
12 Months Ended 12/31/93	49,421	462,393	115,771	23,410	28,332	679,327
Percentage of Total	7.27%	68.07%	17.04%	3.45%	4.17%	100%
12 Months Ended 12/31/94	49,475	497,698	124,002	24,861	38,997	735,033
Percentage of Total	6.73%	67.71%	16.87%	3.38%	5.31%	100%
12 Months Ended 12/31/95	43,128	513,301	129,866	22,520	78,165	786,980
Percentage of Total	5.48%	65.23%	16.50%	2.86%	9.93%	100%
12 Months Ended 12/31/96	21,598	532,304	133,044	20,435	73,978	781,359
Percentage of Total	2.76%	68.13%	17.03%	2.61%	9.47%	100%
12 Months Ended 12/31/97	21,591	555,496	139,093	19,243	79,935	815,358
Percentage of Total	2.65%	68.13%	17.05%	2.36%	9.81%	100%
12 Months Ended 12/31/98	6,746	576,704	144,846	19,837	66,980	815,113
Percentage of Total	0.83%	70.75%	17.77%	2.43%	8.22%	100%
12 Months Ended 12/31/99	0	613,514	153,343	19,386	63,632	849,875
Percentage of Total	0.00%	72.19%	18.04%	2.28%	7.49%	100%
12 Months Ended 12/31/00	0	650,284	162,247	38,759	71,947	923,237
Percentage of Total	0.00%	70.44%	17.57%	4.20%	7.79%	100%

This schedule includes all governmental funds, the Agency Fund budgetary basis, Enterprise Fund and Pension Trust Fund.

Distribution of Expenditures (All Funds)

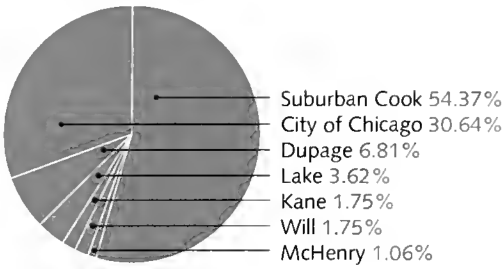


Last 10 Years In thousands	Operating Grants CTA	Metra	Pace	Total	Reduced Fare	Capital Grants	RTA and Other	Total
12 Months Ended 12/31/91	$ 357,121	$ 138,088	$ 53,041	$ 548,250	$ 35,267	$ 175,746	$ 35,250	$ 794,513
Percentage of Total	44.95%	17.38%	6.68%	69.01%	4.44%	22.12%	4.43%	100%
12 Months Ended 12/31/92	355,149	132,951	54,074	542,174	27,924	279,291	45,827	895,216
Percentage of Total	39.67%	14.85%	6.04%	60.56%	3.12%	31.20%	5.12%	100%
12 Months Ended 12/31/93	367,599	142,248	58,697	568,544	23,409	167,170	58,482	817,605
Percentage of Total	44.96%	17.40%	7.18%	69.54%	2.86%	20.45%	7.15%	100%
12 Months Ended 12/31/94	365,200	148,638	62,129	575,967	24,861	174,128	82,658	857,614
Percentage of Total	42.58%	17.33%	7.24%	67.15%	2.90%	20.30%	9.65%	100%
12 Months Ended 12/31/95	365,005	154,592	65,198	584,795	22,520	164,266	104,659	876,240
Percentage of Total	41.66%	17.64%	7.44%	66.74%	2.57%	18.75%	11.94%	100%
12 Months Ended 12/31/96	372,479	158,042	66,496	597,017	20,435	149,215	103,587	870,254
Percentage of Total	42.80%	18.16%	7.64%	68.60%	2.35%	17.15%	11.90%	100%
12 Months Ended 12/31/97	377,198	166,083	67,337	610,618	19,243	136,680	97,701	864,242
Percentage of Total	43.64%	19.22%	7.79%	70.65%	2.23%	15.82%	11.30%	100%
12 Months Ended 12/31/98	377,265	172,198	69,100	618,563	19,837	103,859	106,464	848,723
Percentage of Total	44.45%	20.29%	8.14%	72.88%	2.34%	12.24%	12.54%	100%
12 Months Ended 12/31/99	384,810	177,784	70,482	633,076	19,386	86,913	103,443	842,818
Percentage of Total	45.66%	21.09%	8.36%	75.11%	2.30%	10.31%	12.28%	100%
12 Months Ended 12/31/00	402,126	184,559	71,772	658,457	38,759	102,806	108,546	908,568
Percentage of Total	44.26%	20.31%	7.90%	72.47%	4.27%	11.32%	11.94%	100%

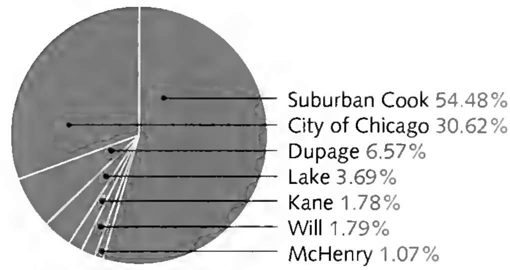
This schedule includes all governmental funds, the Agency Fund budgetary basis, Enterprise Fund and Pension Trust Fund.

Sales Tax Revenue Source by County/City of Chicago

1999



2000



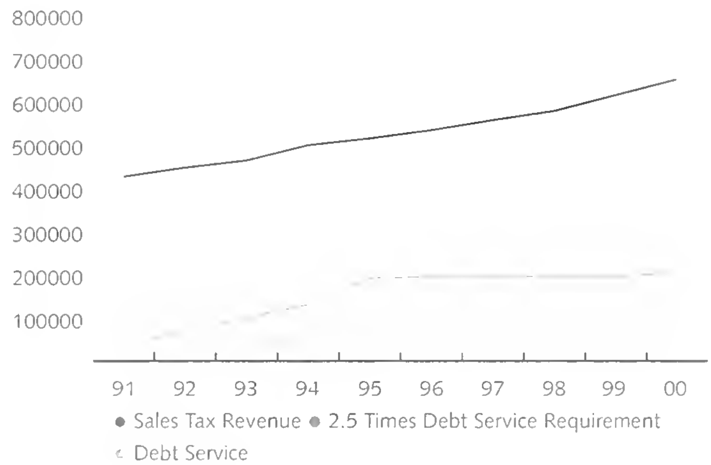
Last 10 Years In thousands	City of Chicago	Suburban Cook County	DuPage County	Kane County	Lake County	McHenry County	Will County	Total
12 Months Ended 12/31/91	$ 142,034	$ 232,487	$ 23,277	$ 6,332	$ 12,151	$ 3,312	$ 5,580	$ 425,173
Percentage of Total	33.41%	54.68%	5.47%	1.49%	2.86%	0.78%	1.31%	100%
12 Months Ended 12/31/92	145,541	244,671	26,015	6,717	13,289	3,631	6,027	445,891
Percentage of Total	32.64%	54.87%	5.83%	1.51%	2.98%	0.81%	1.35%	100%
12 Months Ended 12/31/93	148,334	253,591	28,060	7,278	14,341	4,026	6,763	462,393
Percentage of Total	32.08%	54.84%	6.07%	1.57%	3.10%	0.87%	1.46%	100%
12 Months Ended 12/31/94	157,802	273,398	30,568	8,006	15,819	4,541	7,564	497,698
Percentage of Total	31.71%	54.93%	6.14%	1.61%	3.18%	0.91%	1.52%	100%
12 Months Ended 12/31/95	160,301	282,898	32,230	8,546	16,770	4,735	7,821	513,301
Percentage of Total	31.23%	55.11%	6.28%	1.66%	3.27%	0.92%	1.52%	100%
12 Months Ended 12/31/96	165,051	292,319	34,370	9,044	17,929	5,096	8,495	532,304
Percentage of Total	31.01%	54.92%	6.46%	1.70%	3.37%	0.96%	1.60%	100%
12 Months Ended 12/31/97	163,366	313,113	36,482	9,301	18,980	5,329	8,925	555,496
Percentage of Total	29.41%	56.37%	6.57%	1.67%	3.42%	0.96%	1.61%	100%
12 Months Ended 12/31/98	176,816	314,886	39,278	10,011	20,413	5,760	9,540	576,704
Percentage of Total	30.66%	54.60%	6.81%	1.74%	3.54%	1.00%	1.65%	100%
12 Months Ended 12/31/99	187,966	333,513	41,764	10,761	22,238	6,528	10,744	613,514
Percentage of Total	30.64%	54.37%	6.81%	1.75%	3.62%	1.06%	1.75%	100%
12 Months Ended 12/31/00	199,056	354,307	42,741	11,589	23,985	6,942	11,664	650,284
Percentage of Total	30.62%	54.48%	6.57%	1.78%	3.69%	1.07%	1.79%	100%

Legal Debt Capacity

2000		Balance Outstanding at December 31, 2000	Maximum Issued		
Legal Debt Margin					
Debt Limitation per Act for General Obligations				$	1,560,000,000
Debt Applicable to Limitation					
RTA Bonds					
1990A General Obligation Bonds	$	60,795,000			
1991A General Obligation Bonds		57,800,000			
1992B General Obligation Bonds		10,335,000			
1993B General Obligation Bonds		3,540,000			
1993C General Obligation Bonds		22,155,000			
1994B General Obligation Bonds		13,065,000			
1994D General Obligation Bonds		48,090,000			
1996 General Obligation Bonds		149,220,000			
1997 General Obligation Bonds		97,635,000			
Total RTA Bonds Applicable to Limitation	$	462,635,000			(462,635,000)
SCIP I Bonds					
1992A General Obligation Bonds	$	64,750,000	188,000,000		
1993A General Obligation Bonds		41,290,000	55,000,000		
1994A General Obligation Bonds		36,190,000	195,000,000		
1994C General Obligation Bonds		37,180,000	62,000,000		
1999 General Obligation Bonds		293,735,000	0		
Total SCIP I Bonds Applicable to Limitation	$		500,000,000		(500,000,000)
SCIP II Bonds					
2000 General Obligation Bonds	$	260,000,000	260,000,000		
Total SCIP II Bonds Applicable to Limitation	$		260,000,000		(260,000,000)
Total SCIP I and II Bonds Outstanding	$	733,145,000			
Total Bonds Outstanding	$	1,195,780,000			
Debt Margin for General Obligations				$	337,365,000
Debt Limitation per Act for Working Cash Notes					100,000,000
Total Legal Debt Margin				$	437,365,000

Comparison of Sales Tax Revenue to Debt Service Requirement

1991-2000
In thousands



Comparison of Sales Tax Revenue to Debt Service Requirement

Revenue Test: Sales tax must be 2.5 times greater than debt service requirement.

In thousands	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Sales tax revenue	$ 425,173	$ 445,891	$ 462,393	$ 497,698	$ 513,301	$ 532,304	$ 555,496	$ 576,704	$ 613,514	$ 650,284
Debt service requirement	13,540	27,917	39,909	51,978	76,550	77,639	78,359	77,883	77,866	81,676
2.5 times debt service requirement	33,850	69,793	99,773	129,945	191,375	194,098	195,898	194,708	194,665	204,190

Note: Differences, if any, between debt service amounts presented above and amounts presented in the accompanying general purpose financial statements represent timing differences between payments made to trustees and payments made to bondholders. Also, investment income earned in the debt service accounts may lower actual cash transfers from the General Fund.

Percentage of Annual Debt Service Requirements for General Obligation Bonds to Total Expenditures

Last 10 Years
In thousands

Year	Debt Service Requirements: Principal	Interest	Total	Total Expenditures	% of Debt Service to Total Expenditures
1991	$ 4,915	$ 8,625	$ 13,540	$ 794,513	1.70%
1992	5,185	22,732	27,917	895,216	3.12%
1993	6,896	33,013	39,909	817,605	4.88%
1994	7,350	44,628	51,978	857,614	6.06%
1995	10,289	66,261	76,550	876,240	8.74%
1996	13,113	64,526	77,639	870,254	8.92%
1997	13,898	64,461	78,359	864,168	9.07%
1998	16,124	61,759	77,883	848,723	9.18%
1999	16,988	60,878	77,866	842,818	9.24%
2000	22,949	58,727	81,676	908,568	8.99%

Federal Allocation of Capital Funds to Northeastern Illinois

Sections 5309, 5307 and Title 1 including CMAQ and STP (formerly Sections 3, 9 and 23, respectively)

Last 10 Calendar Years
In thousands

Federal Fiscal Year	Total Awarded	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division
1991	$ 174.79	$ 101.10	$ 67.53	$ 6.16
1992	161.14	90.77	57.14	13.23
1993	175.43	99.75	63.98	11.70
1994	237.20	141.92	77.33	17.95
1995	228.97	127.83	82.80	18.34
1996	233.97	131.92	84.48	17.57
1997	228.42	127.56	80.28	20.58
1998	252.95	142.97	88.17	21.81
1999	299.59	162.67	111.49	25.43
2000	336.65	177.17	132.89	26.59
Total	$ 2,329.11	$ 1,303.66	$ 846.09	$ 179.36

Service Board Operating Characteristics

2000

Chicago Transit Authority

Rapid Transit
- 7 rail routes
- 142 stations served
- 1,192 rapid transit cars
- 12.3 million riders per month

Motor Bus
- 12,200 bus stops
- 129 bus routes
- 1,878 buses
- 25.3 million riders per month

Paratransit
- 100 thousand riders per month

Metra Commuter Rail Division

- 546 route miles
- 1,189 miles of track
- 240 stations
- 130 locomotives
- 781 passenger cars
- 223 electric cars
- 705 weekday trains operated
- 96.0% on-time performance
- 6.6 million riders per month (excluding 79% South Shore)

Pace Suburban Bus Division

Fixed Route
- 162 regular routes
- 61 feeder routes
- 7 subscription routes
- 192 communities served
- 591 vehicles in use during peak periods
- 3.1 million riders per month

Paratransit
- 52 local services
- 354 Pace-owned lift-equipped buses in service
- 210 communities served
- 132 thousand riders per month

Other
- 321 vanpools in operation
- 107 thousand riders per month

System Ridership

1991-2000
In millions

Unlinked Passenger Trips

In millions	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Service Consumed										
CTA – Bus	394.1	373.3	328.1	327.3	307.3	303.3	288.8	291.7	300.2	303.3
CTA – Rail	135.3	120.6	118.5	120.9	119.3	124.0	130.0	132.4	141.7	147.2
Total CTA	529.4	493.9	446.6	448.2	426.6	427.3	418.8	424.1	441.9	450.5
Metra	69.0	70.0	69.9	72.0	70.4	70.6	72.3	74.5	76.6	78.8
Pace	40.5	39.3	38.3	38.6	37.2	37.5	37.9	39.3	40.2	38.6
System Total	638.9	603.2	554.8	558.8	534.2	535.4	529.0	537.9	558.7	567.9
Percent Change		(5.6%)	(8.0%)	0.7%	(4.4%)	0.2%	(1.2%)	1.7%	3.9%	1.6%

Financial Results of Purchased Services Agencies

The following is a summary of the financial results, as reported to the Service Boards, of each transportation agency that had a purchase of service agreement with a Service Board or received financial grants or financial assistance from a Service Board during 2000.

In thousands		Operating Revenues	Operating Expenditures	Operating Deficit	Service Board Funding	Other Public Funding
CTA						
Art's Transportation Co.	$	210	4,252	(4,042)	4,042	-
Cook-DuPage Transportation Co.		627	12,713	(12,086)	12,086	-
SCR Transportation		360	7,289	(6,929)	6,929	-
Simtran Medical Transportation		4	81	(77)	77	-
Taxi Access Program		196	1,311	(1,115)	1,115	-
Total CTA	$	1,397	25,646	(24,249)	24,249	-
Metra						
Union Pacific	$	60,453	124,752	(64,299)	64,299	-
Burlington Northern/Santa Fe		35,345	46,460	(11,115)	11,115	-
Northern Indiana Commuter Transportation District (NICTD)		3,242	6,750	(3,508)	3,508	-
Total Metra	$	99,040	177,962	(78,922)	78,922	-
Pace						
Summary of Services						
Fixed Route – Public Funded Carriers	$	611	2,000	(1,389)	1,389	-
Fixed Route – Private Contract Carriers		2,526	8,153	(5,627)	5,627	-
Total Fixed Route Service		3,137	10,153	(7,016)	7,016	-
Private Contract Carriers						
DAR Services		419	4,493	(4,074)	2,805	1,269
DAR and Stable		778	8,470	(7,692)	7,692	-
Total Private Contract Carriers		1,197	12,963	(11,766)	10,497	1,269
Paratransit – Municipal Carriers		628	5,576	(4,948)	1,508	3,438
Total Pace	$	4,962	28,692	(23,730)	19,021	4,707
Pace						
Detail of Services						
Public Funded Carriers–Fixed Route						
City of Highland Park	$	351	895	(544)	544	-
Village of Melrose Park		10	104	(94)	94	-
Village of Niles		250	1,001	(751)	751	-
Total	$	611	2,000	(1,389)	1,389	-
Private Contract Carriers–Fixed Route						
Colonial Coach Lines	$	314	1,367	(1,053)	1,053	-
Keeshin Transportation		680	1,823	(1,143)	1,143	-
Laidlaw Transit		1,100	3,118	(2,018)	2,018	-
Mid America Coach Lines		54	365	(311)	311	-
Pauline Transportation		46	376	(330)	330	-
Robinson Coach Company		-	-	-	-	-
Ryder Student Transportation		292	1,006	(714)	714	-
Vancom Illinois		-	-	-	-	-
Village of Schaumburg		40	98	(58)	58	-
Subscription Bus Billings		-	0	(0)	0	-
Total	$	2,526	8,153	(5,627)	5,627	-

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Regional Transportation Authority

Pro Forma

1 Thomas J. McCracken, Jr.
Chairman

2 Patrick Durante
DuPage County

3 Herbert E. Gardner
Suburban Cook County

4 Armando Gomez
City of Chicago

5 Valerie B. Jarrett
Chicago Transit Authority

6 Dwight Magalis
Kane, Lake, McHenry and Will Counties

7 Mary M. MacDonald
Suburban Cook County

8 Fred T. L. Norris
Kane, Lake, McHenry and Will Counties

9 Thomas H. Reece
City of Chicago

10 Michael Rosenberg
City of Chicago

11 Donald L. Totten
Suburban Cook County

12 Douglas M. Troiani
Suburban Cook County

13 Rev. Addie L. Wyatt
City of Chicago

Regional Transportation Authority

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